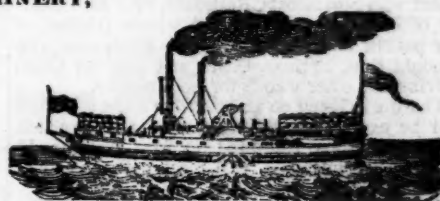
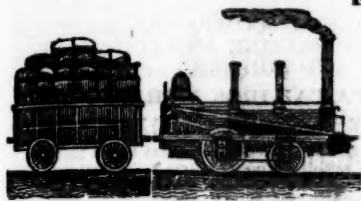


American Railroad Journal, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.

ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

[SECOND QUARTO SERIES, VOL. I., No. 14.]

THURSDAY, APRIL 3, 1845.

[WHOLE No. 457, VOL. XVIII.]

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

RATES OF ADVERTISING.

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One square ".....	15 00
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One page, single insertion.....	8 00
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STILLMAN, ALLEN & Co. N. Y.
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R. HOE & Co. N. Y.
J. F. WINSLOW, Albany Iron and Nail Works, Troy, N. Y. (See Adv.)
TROY IRON AND NAIL FACTORY, H. Burden Agent. (See Adv.)
ANDREW MENEELY, West Troy. (See Adv.)
ROGERS, KETCHUM & GROSVENOR, Paterson, N. J. (See Adv.)
S. VAIL, Speedwell Iron Works, near Morristown, N. J. (See Adv.)
NORRIS, BROTHERS, Philadelphia, Pa.
KITE'S Patent Safety Beam. (See Adv.)
FRENCH & BAIRD, Philadelphia, Pa. [See Adv.]
BALDWIN & WHITNEY, Philadelphia, Pa.
JOHN F. STARR, Philadelphia, Pa.
MERRICK & TOWNE, do.
NEWCASTLE MANUFACTURING COMPANY, Newcastle, Del. [See Adv.]
ROSS WINANS, Baltimore, Md.
CYRUS ALGER & CO., South Boston Iron Company.
SETH ADAMS, Engineer, South Boston, Mass.
HINCKLEY & DRURY, Boston.
C. C. ALGER, [Stockbridge Iron Works,] Stockbridge, Mass.

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DAVIS, BROOKS, & Co. N. Y. [See Adv.]
A. & G. RALSTON & Co. Philad. Pa. [See Adv.]
THOMAS & EDMUND GEORGE, Philadelphia. [See Adv.]

FRENCH AND BAIRDS PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

**. The letters in the figures refer to the article given in the Journal of June, 1844.

ja45

A GOOD SECOND HAND LOCOMOTIVE Engine, 6 wheels, weighing with wood and water about 10 tons, with Tender complete, made by Baldwin, for sale by A. & G. RALSTON & CO. Mar. 20, 1m. 4 South Front St., Philadelphia.

SPRING STEEL FOR LOCOMOTIVES. Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 1/2 to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
ja53 Albany Iron and Nail Works, Troy, N. Y.

TO RAILROAD COMPANIES AND MANUFACTURERS of railroad Machinery. The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
ja45 N. E. cor. 12th and Market sts., Philad., Pa.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by **A. & G. RALSTON**
Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotive and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gearing of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.
ANDREW C. GRAY,
ja45 President of the Newcastle Manuf. Co.

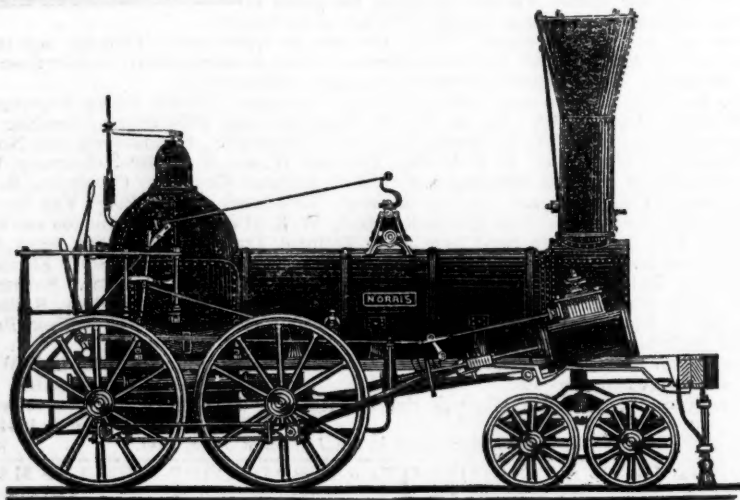
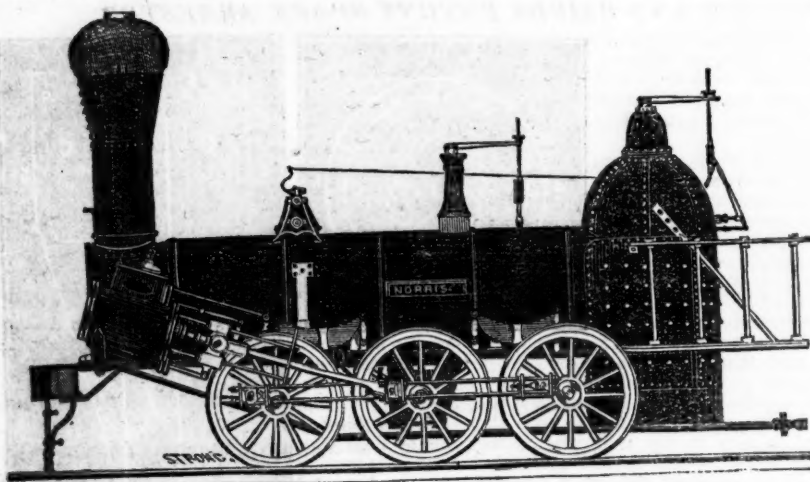
CUSHMAN'S COMPOUND IRON RAILS, etc. The Subscriber having made important improvements in the construction of rails, made of guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of *letters patent* to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of *improving* their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, Civil Engineer,
Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class	1,	15 inches Diameter of Cylinder,	× 20 inches Stroke.
"	2,	14	" " " × 24 " "
"	3,	14½	" " " × 20 " "
"	4,	12½	" " " × 20 " "
"	5,	11½	" " " × 20 " "
"	6,	10½	" " " × 18 " "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion. Castings of all kinds made to order: and they call attention to their Chilled Wheels, for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

TO IRON MANUFACTURERS. THE SUBscribers, as Agents of Mr. George Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

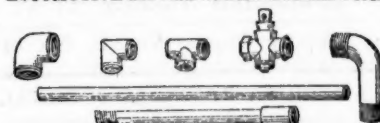
A. & G. RALSTON & CO.,
ja45 No. 4 South Front St., Philadelphia, Pa.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to 48 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T's, L's, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by

MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Biluminous Coal and Iron Ore*, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years; the coal will not cost more than \$1 to \$1.25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, Civil Engineer,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45½ feet two stories high, with a shed part 45½x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to **HENRY ANDREWS**, 48 State st., or to **CURTIS, LEAVENS & CO.**, 106 State st., Boston, or to **A. & G. RALSTON & CO.**, Philadelphia. ja45

REPORT OF THE AUBURN AND SYRACUSE
RAILROAD COMPANY.

Length of road, 26 miles.

Cost of construction:

Commissioners' expenses,	\$335 32
Office,	8,532 13
Engineering,	33,337 58
Land account,	82,360 35
Grading,	343,521 40
Superstructure & buildings,	160,453 01
Outfit account,	37,309 17

Balance of interest account,	\$665,848 96
	80,756 55

Receipts from passengers,	80,553 17
do. all other sources	
except capital stock,	16,184 71

Number of through pas- sengers,	80,538
do. way do.	9,716

Exp. for repairing and run- ning the road,	\$44,193 76
do. of const'n, int. on	
State loan, &c.	20,051 09
Amount pd. for dividends,	31,547 00

Number of locomotives, 3.	
do. passenger and mail cars—an undivided interest by contract and purchase in all passenger and mail cars on the line between Albany and Ro- chester.	

Number of freight cars, 18.	
The company has no machine shop and no horses.	
Average number of men employed, 45.	
The number of miles run by passenger trains was	41,548
do. do. freight and all	
other trains,	7,858

REPORT OF THE AUBURN AND ROCHESTER
RAILROAD COMPANY.

Length of road in operation, 78 miles.	
Cost of construction to Jan. 1, 1844,	\$1,727,361 15
Expended on construction in 1844, to Jan. 1, '45,	68,981 34

Total construction to Jan. 1, 1845,	\$1,796,342 49
Income from the 1st day of January, 1845, to 1st of January, 1845, viz:	
From through passengers	\$136,260 18
do. way do.	78,986 77
do. freight	7,808 40
do. United States mail	13,650 00
do. other sources	962 03

Income for the year 1844	\$237,667 38
Expended for repairs and running road,	85,660 12
Amount of dividends paid in the year 1844:	

On the 1st day of February, 1844	49,000 00
On the 1st day of August, 1844	56,000 00

\$105,000 00

Number of through passengers, 50,512	
do. way do.	70,857

Total number of do.	121,369
Number of miles run, viz:	
By passenger trains	128,696
do. freight trains	8,736
do. all other trains	21,671

Total miles	159,103
Number of locomotives, 10.	

Number of freight cars, viz: eight-wheel cars, 12; four-wheel cars, 5; total, 17.	
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Number of passenger and other cars: an undivided interest with the Mohawk and Hudson, and the Utica and Schenectady, and the Syracuse and Utica, and the Auburn and Syracuse railroad companies, of 78-251 of the following, viz:

Eight-wheel passenger cars, 38; four-wheel do.	
62; eight-wheel baggage cars, 10; eight-wheel bag- gage and mail cars, 4; four-wheel baggage cars, 7; four-wheel mail cars, 7; total, 128.	

Number of horses, 4.
Number of machine shops, 2.
Average number of men in the employment of the
company, 136.

REPORT OF THE TONAWANDA RAILROAD CO.

The length of the rail road of this company in operation for the year 1844, is 43 miles.

The cost of construction of the road, including cost of depots, warehouses, shops and locomotives, cars and other running machinery, is, as near as can be estimated, (a part of the road now undergoing reconstruction,) \$727,331 87.

The income for the year 1844, was as follows:

For through passengers,	\$71,307 61
For way do.	21,331 45

For freight	\$92,639 06
For all other sources, including U. S. mail, after deducting expense of side mails	15,722 00

Total	\$114,177 28
-------	--------------

Number of through and way passen-
gers in 1844:

No. of through passengers, 52,962½,	
paying	\$71,307 61

No. of way passengers, 26,570, paying	21,331 45
---------------------------------------	-----------

Expenses of construction and repairs
in the year 1844:

Expenses of construction	\$159,831 87
do. of repairs and superintendence	38,311 93

As this head is required to include all the expenditures, it is proper to add that under the act of February 7, 1844, this company made a loan of \$150,000 upon hypothecation of its increased stock and mortgage of its road.

Interest on this loan paid in 1844	\$2,706 68
------------------------------------	------------

do. and sinking fund on loan of	
State credit	7,000 00

Interest on bonds and mortgages	1,120 00
Principal and interest, mortgage paid up	2,140 00

Paid for new locomotive purchased	6,096 54
-----------------------------------	----------

	\$217,207 02
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The amount of dividends paid in 1844,
or declared in 1844, and paid in 1845

Being \$4 per share on 5000 original shares, and one third of that sum on 2500 increased shares as a sinking fund to meet the debt of \$150,000.	\$23,337 33
---	-------------

Number of locomotives, &c.: 5 locomotives; 5 eight-wheel passenger cars; 7 four-wheel passenger cars; 2 four-wheel baggage cars; 1 four-wheel mail car; 2 eight-wheel freight cars; 50 four-wheel freight cars; 1 carpenter's shop; 1 machine shop; 1 locomotive house; 2 car houses; 4 horses.

The average number of men in the employment of the company, including superintendent, clerks, engineers, treasurer, secretary, register, carpenters, firemen and laborers, were 84.

The number of passenger trains which passed over the road in 1844, calling it a trip from Rochester to Attica and back, was 580; and the number of miles run, 49,880.

The number of freight trains were 164; averaging 50 miles each, and the number of miles run by such trains was 8200.

REPORT OF THE ATTICA AND BUFFALO
RAILROAD COMPANY.

Amount expended in the purchase of real estate and construction of the road, to April 1, 1844, as it appears from the books and papers in this office

Cars and engines	\$289,906 35
Expended under the following heads in the completion of the road since that date.	37,310 87

Depot in Buffalo	1,035 95
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Right of way	1,739 92
Grading road	111 15
Road expenses in Lancaster	1,331 88
Lands in Buffalo	405 00
Turn outs and turn tables	269 86
Buildings and furniture	417 05
Paid on contract for engine house	1,590 00
Engine house and shop swept away	1,814 50
Machine shop	49 25
Sundry expenses by superintendent	229 59

	\$336,211 37
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Amount of receipts for the year ending Dec. 31, 1844, as per report submitted	73,248 34
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Expenses during same period, as per same report	25,215 05
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REPORT OF THE SARATOGA AND SCHENEC-
TADY RAILROAD COMPANY.

The Saratoga and Schenectady Railroad, extending from the village of Saratoga Springs to the city of Schenectady, is 22 miles long.

The cost of construction is

The receipts of the company from January 1st, 1844, to December 31, 1844, both days included, are:

From passengers on 14,541,	
through	\$18,696 16

From passengers on 23,424,	
way	9,371 39

	\$28,067 55
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From freight	4,935 35
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From transportation U. S. mail	1,663 60
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From all other sources	1,081 14
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The expenditures of the company for same, are:

For construction, depot and cars, and to be released from maintaining fence	3,658 06
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For repairing and running road	26,209 03
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The number of locomotives is 3; passen-
ger cars, 6; freight cars, 10; machine shop,
1; horses, 4.

The average number men in employment
of company, 24.

The number of miles run by engine, with
passenger trains, 33,166. The freight is run
in same train with passengers.

REPORT OF THE SCHENECTADY AND TROY
RAILROAD COMPANY.

Length of road in operation, 20½ miles.

Cost of construction to January 1st	\$640,799 60
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Income from passengers	31,067 25
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do. freight	1,578 39
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do. other sources	216 95
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No. of through passengers, 60,677;
way passengers, 5409.

Amount received from through passen- gers	29,570 12½
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do. do. way do.	1,497 12½
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Expenses for repairing and running road	26,280 81
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Expended on construction, (new engine and cars,)	7,280 00
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Dividends, none.

Number of passenger cars, 7; locomotives, 3; freight cars, 19; mail cars, none; other cars, 24; machine shop, 1; horses, none.

Average number of men per day for the
year, 27.

Number of miles run by passenger trains,
42,245.

No separate trains run for freight.

THE PUBLIC WORKS OF PENNSYLVANIA.

Views of Mr. Smith.

The sale of the Public Works continues
to be discussed at Harrisburg. We trust
that something of a satisfactory character
will be done in relation to this important
matter before the adjournment. The people

at the last election decided by a very large majority in favor of the sale. But this decision seems to have had very little effect upon the minds of some members. The matter is a plain one. Are the Public Works managed with as much economy by the State, as they would be by a Company? Is it likely that the profits from the Public Works, as controlled by the State, will for years to come prove more than equal to the amount of the interest on the sum for which they may be sold? In short, are the taxes more likely to be reduced by selling than by retaining the Public Works; and will their retention hold out a better prospect of the ultimate payment of the State Debt than their sale? These questions seem to cover the whole ground.

Mr. Smith, of Lancaster, a few days since, made a very able speech in favor of the sale. He said that office-holders who batten, and the office-hunters who expect to batten on the public spoils, strenuously resist the disposal of the Works, because to them they are all, every thing—life or death. He gave a table, showing the cost of our finished and unfinished lines, the interest at five per cent. for ten years, the expenditures and revenue to 1844. The aggregates he made thus:

Cost,.....	\$28,616,375
Interest at 5 per ct. for ten years,	14,211,382
Expenditures,.....	9,831,286
Revenue,.....	9,286,644

From the above, he said it would appear that the original cost of our public works was \$28,616,375 01; the interest on the same, not including the interest on sums paid for surveys, lock-keepers, Canal Commissioners, &c., was \$14,211,382 06; the expenditures \$9,831,286 68, and the revenue \$9,286,644 26. Add the interest to the expenditures, and we had \$24,042,668 74. From this deduct the revenue, and there appeared an actual loss from these works of \$15,756,004 48.

He contended that the Works, instead of being profitable, were annually sinking us deeper in public debt. He believed, moreover, that in the hands of a Company, economically managed, they would yield a handsome income, and prove a profitable investment. Mr. S. also gave an official table, shewing that while the heavy tax-paying counties had voted with great unanimity for the sale of the Main Line, those that had drawn more money for School purposes than they had paid for State Taxes, had voted against the sale. Mr. S. concluded his remarks with this language:

"It need not therefore surprise us that the gentlemen from Centre and Cambria, should argue so strenuously against the sale. What matters it to them and their constituents, that our public improvements are increasing our burdens? What care they for a three mill tax, while they draw more out than they pay into the State Treasury? Wonder not that they talk so lightly of our taxes, and generously hope that no country will complain of such a trifling burden. Sir, a three mill tax is no trifling burden. Oppressive,

however, as it is, it would be borne with less difficulty, and some cheerfulness, if the relief desired so unanimously by the people should be granted. Deny this; refuse to sell your canals and railroads—disregard the solemnly expressed wishes of the people—and if repeated insults should render them desperate, and serious consequences follow, upon your heads rest the responsibility. You act not in the dark. By an overwhelming majority has this question been settled. Is it to be re-settled, re-examined—and shall the will of the people be overruled and shamefully disregarded by selfish, reckless demagogues? Will gentlemen still doubt and hesitate?

"Our doubts are sometimes traitors,
And make us lose the good we oft might win,
By daring to attempt."

Such, sir, is the present case. To doubt the wisdom of this measure is treason to ourselves, to the people and our creditors. We may doubt too much, too long, and to our sorrow. Pyrrho of old, doubted until reason tottered, and said there was no truth. Hobbes, the English philosopher, doubted, until he denied the existence of matter, and questioned his own personal identity—while sacred writ gives us the history of a doubting christian who would not believe unless he could lay his fingers into print of the nails, and thrust his ruthless hand in the the pierced side of his crucified Lord. And gentlemen would compare unfavorably with the skeptic of old, both sacred and profane, if conviction failed to follow facts so clearly and conclusively established, and might continue to doubt, and doubt though an angel reasoned, or one rose from the dead."

GREAT WESTERN RAILWAY OF CANADA.

Some one has been pleased to forward us the Hamilton (Canada) Gazette, in which we are glad to perceive that public attention is again turning, and we hope not in vain, to the vast benefits which would be secured to the province and to the American travelling public, by the construction of a railway from the western extremity of Ontario to a point opposite Detroit. We have on numerous occasions alluded to this first of all Canadian projects, and ever anxious to forward the cause of railways and of every undertaking of private enterprise, we send to the *Gazette* copies of some numbers of the *Journal* containing articles which may not be without use. The principal one was pretty extensively noticed at the time in the upper province, and the conclusion to which it comes as to the western terminus is now placed beyond the reach of controversy by the great economy which has been introduced in the working of railways, and, still more so, by the obvious policy of making this route to the west such an one as to defy competition—a position it may assume, if it only receive fair play in the development of its natural advantages. With the re-

mark, that the gentleman to whom we are indebted for the above paper is well known to, and highly esteemed by, our ablest and most successful civil engineers, and is necessarily well known to many of the prominent citizens of Montreal, to whom we refer them for his standing in the capital, we proceed to make a few suggestions as to the proper mode of bringing this project to the attention of *British* capitalists: for, from a variety of causes which we cannot go into now—of which the want of means is not one—there is nothing to be done here at this time, or perhaps in Boston either.

The mode of bringing forward the claims of railways in England must be adopted "in extenso." The object of the work must be clearly stated, the cost at which that object can be accomplished must be given in such a manner as to carry conviction, and thirdly, it must be shown that the end to be attained is sufficiently great to warrant the expenditure. Above all, it will be indispensable to avoid that vague grandiloquence so much in vogue when speaking of the "great west," as well as the gross exaggerations and foolish assumptions which characterize the documents of our canal commissioners and boards of public works; of these, by the way, we saw a specimen in an Oswego paper, where some lecture of Mr. Merritt, at Montreal, was reported, in which the repeal of the corn laws is demanded from England, and prohibitory duties on imports from the United States are asked from Canada to insure the success of the St. Lawrence canals! It is impossible to conceive anything so different from the productions of such men as Messrs. Merritt, Killaly etc., as the plain, clear, straightforward appeals of the projectors of useful and honorable works in England to the public on whom they depend for support.

Men of considerable ability and standing have been occasionally sent to England from this country, and, generally, without success. The reason is that those sent out were generally cashiers or money brokers, than whom, no class of the community is more incapable of taking in at one view the great points of a vast project, or they were, more or less, politicians by profession. It is useless to examine their relative demerits; they are quite sufficient to swamp any really useful undertaking, though in foisting "State works" on the people they are quite at home, as we of New York, Ohio and Pennsylvania only too well know. It is not impossible that some of our Canadian neighbors may suspect their condition will be little better when Messrs. Merritt and Killaly have "had

their will of them." Suppose the advantages of the Great Western railway to be advocated by the former *à la* St. Lawrence canal, and the engineering considerations to be presented by the latter, *à la* Beauharnois canal, at a meeting of half a dozen accomplished London merchants with one of the Rennies, Stephensons or Brunels, as their professional adviser; who can doubt the "denouement." The visionary ideas and ill digested information of the former would be as quickly discerned by the educated English man of business as would the "great experience and scientific acquirements" of the Canadian Smeaton be understood by any of the distinguished engineers of England. The Great Western railway would be at once associated with government works got up for some vile jobbing purpose and would be avoided like the plague by those seeking investments. It is of course not to be expected that men of equal standing with eminent British capitalists and engineers can be sent out; but men competent from experience and acquirements, and—above all—of undoubted character, can be found and their services secured. So great and decided are the inducements which the Great Western railway holds out for investment, that we must believe it sure of success if ably and honestly introduced to the notice of British capitalists, assuming, as we necessarily must, that a safe and lucrative investment in Canada would be a desideratum with them; a position we cannot doubt, though we make not the slightest pretensions to *know* such to be the case. That is of course the first question to be put, and, if the answer be favorable, we are sanguine enough to believe that proper exertions will secure the immediate commencement and rapid completion of the Great Western railway.

We take the following from the *Burlington (Vt.) Free Press*—

We are happy to observe that the La-
prairie and St. John's Railroad Company
has applied to the Provincial Parliament for
an extension of its charter from St. John's to
the Province line, at or near Missisquoi Bay
—a distance of about 26 miles—with a view
to connect with the contemplated road to this
place; and should the charter be granted—
of which there is little doubt—we have strong
assurances that the stock will be promptly
taken, and the work at once entered upon.—
This would leave but *thirty-six miles*—the
distance between Burlington and the Prov-
ince line, at Missisquoi Bay—to complete
the communication by railroad from Boston
to Montreal. This 36 miles traverses, in
very nearly a direct line, a level region of
the Champlain valley, opposing as few se-

rious difficulties, and affording as many fa-
cilities, as any other route of equal length in
New England. A survey of this route is
shortly to be made, and will verify our as-
sertion. Looking at the subject in this as-
pect then, it stands thus: Fifty miles of this
line is already constructed, from Boston to
Fitchburgh, and of its ultimate and speedy
extension to Burlington, no reflecting man
doubts; at the northern extremity, we have
a railroad already in operation from Mon-
treal to St. John's, with every probability of
its immediate extension to the line; and
then we have but 36 miles between Burling-
ton and the line, to be overcome by the joint
efforts of all concerned. This route, too, be
it observed, traverses no wilderness country,
of perpetual snow and frost, but the best por-
tions of Massachusetts, New Hampshire,
Vermont, and Canada, every mile of which
is rich in that productive industry and natu-
ral resource which alone can sustain such
enterprises.

There can be no question as to the bene-
ficial effects of railroads upon agriculture
generally. They practically place the coun-
try farmer upon a par with the cultivator in
the neighborhood of the city; and the evi-
dence of this fact is to be observed in the
fact that never so many farms were offered
for sale in the immediate vicinity of Boston,
as since the construction of the roads con-
verging to that city, while the lands of the
interior, upon the several routes, have pro-
portionally appreciated in value. With a
railroad communication to Boston, every ar-
ticle of produce would have a known uniform
cash value, and instead of lying six or eight
months on hand, and being blown upon and
refused, even in exchange for tape and buck-
ram, would be sought for, at prices barely
below the city market. A fat ox, for in-
stance, instead of being sold at a price to
allow the drover two hundred pounds for
shrinkage, may be put on board the car and
set down at Brighton while the farmer's corn
is yet undigested in his maw.

Montreal and Portland Railroad.—We
have already informed our readers that a
charter had been obtained from the provin-
cial legislature of Canada, for a railroad
from Montreal to connect at the Province
line with the proposed road from Portland.
We understand that the charter authorizes
a branch, from any point of the route, to ter-
minate at the Province line in the county
of Stanstead, which will connect with the
proposed route from Boston through Concord.
A letter from a friend living on this route
and near the line, says the feeling is strong
and general in Montreal in favor of the
Portland terminus, arising essentially from
the representations of Judge Preble, and, in
some degree, from the impression that the
means and influence of the British and
American Land Company will be available
in securing a subscription for the entire
stock of that part of the road within the Pro-
vince. It is supposed that the agents of
that company will be able to procure large
subscriptions "at home," and these impres-
sions are confirmed by the activity and in-

fluence of the people of Sherbrooke, who
fear that if Boston should be preferred to
Portland for the Atlantic terminus, the short-
er and better route by the outlet of Magog
lake will be preferred to the route by way
of Sherbrooke. Our correspondent express-
es a belief, however, that the current of pub-
lic opinion will be reversed in Montreal.
Still he thinks that the friends of the Con-
cord and Stanstead line have reason to pur-
sue their efforts, with a reasonable prospect
of success.

A writer in the Montreal Gazette of the
18th says—

"In an enterprize involving such an im-
mense expenditure as a railway communi-
cation from Montreal to the Atlantic, it is
obvious that but one of the proposed lines
can be constructed; and since, in calcula-
ting the probabilities of success, the friends
of the Portland line have seemed to rely so
confidently upon the aid of the capitalists of
Boston, it becomes a matter of grave con-
sideration whether, without that aid, that pro-
ject can be secured, and, consequently,
whether, with all which may else be said in
favor of it, the rival route via Concord and
Stanstead is not the only one which can
succeed."—*Boston Courier*.

Rates of Transportation—East and West.
—The Baltimore American says that the
aggregate charge per 100 lbs., on all mer-
chandise between Baltimore and Wheeling,
is 110 cents, viz.—from Baltimore to Cum-
berland, by railroad, 35 cts.: wagon car-
riage from Cumberland to Wheeling, 75 cts.:
total, 110 cts. On coffee, tin-plate, manu-
factured tobacco, and fish in barrels, a re-
duction of 10 cents per hundred is made.
Freight is carried through from Baltimore to
Pittsburgh, via Brownsville, for 95 cents per
hundred lbs. A reduction of 10 cts. on this
rate is made on the articles named above.
Receipts are given by the merchants in Bal-
timore, for the delivery of merchandise in
eight days, at either Pittsburgh or Wheeling.

Pennsylvania Canal open.—The Penn-
sylvania Canal is open, and boats are in
motion. The opening rates of freights by
railroad and canal from Philadelphia to Pitts-
burgh are: Groceries, per 100 lbs., \$1 12½;
hardware, do., \$1 12½; drugs, do., \$1 12½;
dry goods, do., \$1 37½. Time through, 10
or 12 days.

Freights to Pittsburg, via Baltimore and
Susquehanna Railroad and Pennsylvania
Canals—dry goods, \$1 12½; groceries, 87½;
coffee, 75; hardware and cutlery, 87½; china
ware, 87½ per 100 lbs., and no commissions
charged either in Baltimore or Pittsburgh for
shipping.

Coal on Railroads.—A statement made by
the Reading Railroad Company sets forth the
fact that the locomotive engine "Manataw-
ny," weighing about 13½ tons, from July 1st
to Dec. 1st, 1844—five months—made 81
trips on the road, transporting 16,120 tons
of coal. The "United States," weighing
about 18 tons, during the same time, 58
trips, with 21,205 tons of coal.

ENGLISH RAILROAD SHARE-LIST.

NAME OF RAILWAY.	Miles opened.	Total sums, in pounds, authorized to be raised by shares.		Total sums, in pounds, authorized to be raised by loan or mortgage.		Total sums, in pounds, expended at dates of latest balance sheets.		Cost of working in pounds for six months as stated in latest balance sheets.		Total earnings, in pounds for six months as stated in latest balance sheets.		Dividend at last meeting.		Paid on share.		Value of share.		NEW AND PROPOSED RAILWAYS.	Share Capital.
												Per share.	Per cent.						
												£ s. d.	£ s. d.						
Arboath and Forfar.....	15	102,000		35,000		138,870						0 12 6	2 10 0	25	27			Aberdeen.....	1,600,000
Birmingham and Gloucester.....	55	1,187,500		407,336		1,500,806		39,261		53,203		1 5 0	2 10 0	100	100			Barnsley Junction.....	200,000
Branding Junction.....	23	161,700		365,470		481,452							4 10 0	50	54			Belfast and Ballymena.....	385,000
Bristol and Gloucester.....	37½	400,000		211,000									nihil.	30	36			Blackburn and Accrington.....	400,000
Chester and Birkenhead.....	14½	750,000		143,170		518,989		5,856		13,148		0 8 6	14 0	50	32			Birk. and Ches. Junction.....	1,000,000
Dublin and Drogheda.....	31	450,000		150,000		500,869							nihil.	55	72			Bolt, Wigan and Liverpool.....	800,000
Dublin and Kingston.....	6	200,000		152,200		359,000						6 0 0	6 0 0	100	166			Caledonian.....	1,800,000
Dundee and Arbroath.....	16½	100,000		49,445		153,416		2,989		6,993		1 5 0	5 0 0	25	29			Cambridge and Lincoln.....	1,250,000
Durham and Sunderland.....	18½	169,350		124,055		270,392		9,889		17,702			nihil.	34	29			Chatham and Portsmouth.....	5,000,000
East County and North and East.....	86½	4,443,200		1,341,155		3,931,905		47,385		118,726		1 6 6		45	57			Chester and Wrexham.....	120,000
Edinburg and Glasgow.....	46	1,125,000		375,000		1,649,523		29,429		55,866		1 2 6	4 10 0	50	57			Churnet valley.....	1,800,000
Glasgow, Paisley and Ayr.....	51	937,500		1,066,951		12,446		36,736		12,446		2 6 4	10 0	50	60			Direct Northern to York.....	4,000,000
Glasgow, Paisley and Greenock.....	22½	650,000		216,666		787,884		11,572		23,177		0 5 0	2 0 0	25	12			Dublin and Belfast.....	950,000
Grand Junction.....	104	2,478,712		2,453,169		84,309		195,080		5 0 0		0 0 10	0 0 0	100	210			Dundee and Perth.....	250,000
Great North of England.....	45	969,000		581,017		1,262,518		12,201		36,189		1 12 6	3 5 0	100	119			Edinburg and Northern.....	800,000
Great Western.....	221½	4,650,000		3,679,343		7,272,539		132,235		369,904		3 10 0	7 0 0	100	138			Ely and Bedford.....	270,000
Hartlepool.....	15½	438,000		155,540		719,205							8 0 0	100				Glasgow, Dum. & Carlisle.....	1,300,000
Leicester and Swannington.....	16½	140,000		140,000				2,207		6,317		1 5 0	5 0 0	50				Gt. South and West Ext.....	1,200,000
Liverpool and Manchester.....	32	1,209,000		497,750		1,739,835		57,239		117,559		5 0 0	10 0 0	100	203			Gt. Grimsby and Sheffield.....	600,000
Llanelli.....	27	200,000		44,000		231,624						1 0 0	2 0 0	87				Harwich and E. coun. Jun.....	160,000
London and Birmingham.....	12½	6,874,976		1,928,845		6,393,468		92,823		405,768			10 0 0	100	218			Huddersfield & M. rl. & cl.....	600,000
London and Blackwall.....	3½	804,000		266,000		1,315,640		15,978		23,870				16	6			Kendal and Windermere.....	125,000
London and Brighton.....	56	1,793,800		998,350		2,630,451		29,372		84,880		0 12 0	2 8 0	50	47			Leeds and Dewsbury.....	400,000
London and Croyden.....	8½	550,000		229,000		761,885		7,583		10,545		0 5 0	2 10 0	14	17			Leeds and Thirsk.....	800,000
London and Greenwich.....	3½	759,383		233,300		1,040,930		15,193		28,933			nihil.	13	10			Liv. Ormskirk and Preston.....	600,000
London and South Western.....	92½	2,222,100		630,100		2,596,291		68,457		150,469		1 12 6	6 10 0	41	73			London and Portsmouth.....	1,750,000
Manchester and Birmingham.....	31	2,100,000		690,586		1,923,699		15,397		58,162		1 0 6	5 0 0	40	48			London and York.....	5,000,000
Manchester and Bolton.....	10	778,100		197,730		773,743		8,585		21,140		2 2 0	4 10 0	93	110			Londonderry & Enniskillen.....	500,000
Manchester and Leeds and Hull.....	81	2,937,500		1,943,932		3,921,593		46,653		156,761		7 1/2	10 1/2	60	88			Lynn and Ely.....	200,000
Midland railway.....	178½	5,158,900		1,719,630		6,279,056		76,983		281,898				100	96			Manchester, Bury and Ross.....	300,000
Newcastle and Carlisle.....	61	878,240		188,563		1,135,069		26,499		73,947		4 0 0	4 0 0	100	105			Manchester and Buxton.....	250,000
Newcastle and Darlington.....	23	500,000				405,728								21	49			Mullingar and Athlone.....	
Newcastle and North Shields.....	7	150,000		153,876		309,629		8,943		18,466			2 0 0	50	37			Newcastle and Berwick.....	700,000
North Union.....	39	739,201		308,306		1,015,447		9,071		37,794		2 10 0	6 16 8	100	104			Richmond & W. End June.....	
Paris and Orleans.....	82	1,600,000		400,000		1,978,415						0 16 0	8 0 0	20	39			Scottish Central.....	700,000
Paris and Rouen.....	84	1,440,000						31,247		91,171			8 0 0	20	38			Sheffield and Lincolnshire.....	650,000
Preston and Wyre.....	19	830,000		179,852		355,161		4,191		7,066			nihil.	50	18			Shrewsbury and Gd. June.....	400,000
Sheffield and Manchester.....	19	1,150,000		311,759		951,455		11,895		14,876			nihil.	82	93			Shrew. Wolv. Dudley & B.....	900,000
South Eastern.....	88	2,996,000		1,530,277		3,464,172		40,993		81,482		0 10 6	2 2 0	50	39			Trent Valley.....	900,000
Taff Vale.....	30	465,000		154,785		590,006		8,509		18,414		0 0 6	5 0 0	100	55			West London Extension.....	64,000
Ulster.....	25	519,150		20,000		348,626		5,401		13,856		0 15 0	5 1 8	29	37			West Yorkshire.....	1,000,000
Yarmouth and Norwich.....	20½	187,500		62,500		230,250							nihil.	16	25			Whitehaven and Maryport.....	100,000
York and N. Mid. and Leeds and Selby	28	1,062,500		167,500		676,644		27,132		55,752		2 10 0	10 0 0	50	100			FRENCH RAILWAYS.	

Steam and Miscellaneous.

NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint.....	10,000	10	10		15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000		18½		2		Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company.....	5,700	100	35		34½		Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation.....	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10		
Gt Western Steam Pa.....			100		25		Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav.....	15,000	10	6	5	6½		Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½		Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental.....	11,493	50	50	7	64½	65	Regents or Loncon.....	21,418	33½	33½	2½	25	25
Ditto.....	3,200	50	40	7			Shropshire.....	500	125	125	6	120	120
Polytechnic Institution.....				6			Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,323	100	100	4½	104	104	Stafford and Worcester.....	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60		36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5				Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15		Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50				Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100				Severn & Why & Rail Av.....	3,762	26½	26½	5½	30	30
Canals.							Trent and Mersey.....	2,600	50	50	65	495	
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Thames and Medway.....	8,149	19½	19½		10	10
Barnsley.....	720	100	100	14	180	180	Warwick and Birmingham.....	1,000	100	100	10½	167	
Birmingham, 1-16 share.....	3,000	118½	79	10	150	160	Warwick and Napton.....	980	100	100	8½	122	
Do. and Liverpool Junction.....	4,000	160	100		13½	13½	Water Works.						
Coventry.....	500	100	100	20	365	365	Birmingham.....	4,800	25	25	3½	28	28
Cromford.....	460	do.	do.	24	250	250	East London.....	4,433	100	100	8	223	225
Derby.....	600	do.	do.	9	105	105	Grand Junction.....	5,500	av.	41 2-3	74	88	90
Erewash.....	231	do.	do.	32	440	440	New River L. B. Ann.....	1,500			2½		
Forth and Clyde.....	1,297	400½	40½	4	440	440	Manchester and Salford.....	6,486	av.	30	8½	57	57
Grand Junction.....	11,600	100	100	7	162	161½	Vauxhall, lt. S. London.....	1,000		100	5	55	55
Grand Surrey.....	1,500	do.	do.		20		West Middlesex.....	8,294	av.	63½	6½	126	127
Gloucester and Rerkley.....	5,000	do.	do.		8	8	Docks.						
Grantham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	80	
Lancaster.....	11,699	47½	47½	3	40	40	East and West India.....		sto.		5½	137	
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	3,238,310	sto.		4½	114½	115
Leicester.....	545	140	140	9	39	139	St. Katharine.....	1,352,752	sto.		5	116	171
							Southampton.....	7,000	50	50			

AMERICAN RAILROADS.														SALES.	
Me.	RAILROADS.	Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share.	1843.		Div. per cent.	1844.		Div. per cent.	Previ- ous prices.	Week ending	
							Gross.	Nett.		Gross.	Nett.			April 3d.	Price
N. H.	1 Portland, Saco and Portsmouth.....	50	1,200,000				89,997	47,166	7	124,497	74,841	6	113½	83	100½
Mass.	2 Concord.....	35	750,000									12	70½	26	139½
"	3 Boston and Maine.....	56	1,485,461				178,745	68,499	6	233,101	86,401	6½	110½	5	110½
"	4 Boston and Maine extension.....	17 1-4	455,703	unfin.											
"	5 Boston and Lowell.....	26	1,863,746				277,315	144,000	8	316,909	147,615	8	120½	2	120½
"	6 Boston and Providence.....	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6	108½		
"	7 Boston and Worcester.....	44	2,914,078				404,141	162,000	6	428,437	195,163	7½	116½	33	118½
"	8 Berkshire.....	21	250,000	not stated				17,500	7	17,737					
"	9 Charlestown branch.....		280,260						13	34,654	13,971	5½	70½	7	83
"	10 Eastern.....	54	2,388,631				279,563	140,595	6	337,238	227,920	8	109½	21	109½
"	11 Fitchburg.....	50	1,150,000	just op'n'd						42,759	26,835		120	38	122
"	12 Nashua and Lowell.....	14 1-2	380,000				84,079		8	94,588	34,944	10	121		
"	13 New Bedford and Taunton.....	20	430,962				50,671	24,000	6	64,998	24,000	6			
"	14 Northampton and Springfield.....		172,883	unfin.											
"	15 Norwich and Worcester.....	59	2,170,366	900,000	16,535	100	162,336	24,871		230,674	99,464	3	70½	6,515	70
"	16 Old Colony.....		87,820	unfin.									102	28	102
"	17 Stoughton branch.....	4	63,075	unfin.											
"	18 Taunton branch.....	11	250,000					20,000	8	96,687	20,000	8	118		
"	19 Vermont and Massachusetts.....														
"	20 West Stockbridge.....	3	41,516	200		100									
"	21 Western, (117 miles in Mass.,).....	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3	102½	1,032	103½
"	22 Worcester branch to Milbury.....		8,431	506											
"	23 Housatonic, (10 months,).....	74	1,244,123							150,000			82	86	31
Con.	24 Hartford and New Haven.....	38	1,100,000	100,000	10,000	100						6	89		
"	25 Hartford and Springfield.....	25 1-2	600,000	400,000	2,000	100									
"	26 Stonington, (year ending 1st Sept.,).....	48	2,600,000	650,000	13,000	100	113,889			154,724	79,845		41	1,975	40½
N. Y.	27 Attica and Buffalo.....	31	336,211				45,896	7,522		73,248	48,033	0			
"	28 Auburn and Rochester.....	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6	106	18	106
"	29 Auburn and Syracuse.....	26	766,657		133½		86,291	27,334		96,738	52,544	6	116		
"	30 Buffalo and Niagara.....	22	200,000		1,500								100		
"	31 Erie, (446 miles,).....		5,000,000										31½	1,083	31½
"	32 Erie, opened.....	53						48,000		126,020	59,075				
"	33 Harlem.....	26	1,206,231							140,685	62,399		70	825	68½
"	34 Hudson and Berkshire.....	31	575,613			50				35,029	1,941	0	14		
"	35 Long Island.....	96	1,610,221	392,340	29,846					153,456	58,996	0	75½	5,400	76½
"	36 Mohawk and Hudson.....	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763	0	64½	325	63½
"	37 Saratoga and Schenectady.....	22	303,658				42,242	3,000	1	34,666	8,455	0			
"	38 Schenectady and Troy.....	20 1-2	640,800				28,043			32,646	6,365	0			
"	39 Syracuse and Utica.....	53	1,151,576	none.	16,000	62½	163,701	72,000		192,061	120,992	7	115		
"	40 Tonawanda.....	43	727,332				76,227			114,177	75,865	5			
"	41 Troy and Greenbush.....	6	180,000												
"	42 Troy and Saratoga.....	25	475,801				44,325	21,000		38,502	9,971	2½			
"	43 Utica and Schenectady.....	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8	129	58	128
N. J.	44 Camden and Amboy.....	61	3,200,000				682,832	383,880		784,191	404,956		110½	43	110½
"	45 Elizabethtown and Somerville.....	26	500,000												
"	46 Morris and Essex.....														
"	47 New Jersey.....	34	2,000,000										93½		
"	48 Paterson.....	16	500,000									6	85		
Pa.	49 Beaver Meadow.....	26	1,000,000												
"	50 Cumberland Valley.....	46	1,250,000												
"	51 Harrisburg and Lancaster.....	36	860,000										30		
"	52 Hazleton branch.....	10	120,000												
"	53 Little Schuylkill.....	29	900,000												
"	54 Blossburg and Corning.....	40	600,000												
"	55 Mauch Chunk.....	9	100,000												
"	56 Minehill and Schuylkill Haven.....	18	315,000						12				143½	10	150
"	57 Norristown.....	20	800,000										6½	135	6
"	58 Philadelphia and Trenton.....	30	400,000										104		
"	59 Pottsville and Danville.....	29 1-2	1,500,000												
"	60 Reading.....	94	9,457,570	7,447,570	40,200	50				597,613	343,511		50½	4,110	50½
"	61 Schuylkill valley.....	10	1,000,000												
"	62 Williamsport and Elmira.....	25	400,000				20,000								
"	63 Philadelphia and Baltimore.....	93	4,400,000				43,043	200,000			210,000		43½		
Del.	64 Frenchtown.....	16	600,000												
Md.	65 Baltimore and Ohio, (1st Oct.).....	188	7,623,600				575,235	279,402		658,620	346,946		48½		
"	66 Baltimore and Susquehanna.....	58	3,000,000										5	200	6
"	67 Baltimore and Washington.....	38	1,800,000				177,227	71,691		212,129	104,529		84		
Va.	68 Greenville and Roanoke.....	17 1-2	260,000												
"	69 Petersburg and Roanoke.....	60	969,880							122,871	72,898	3			
"	70 Portsmouth and Roanoke.....	78 1-2	850,000												
"	71 Richmond and Fredericksburg.....	61 1-2	1,200,000												
"	72 Richmond and Petersburg.....	22 1-2	700,000												
"	73 Winchester and Potomac.....	32	500,000												
N. C.	74 Raleigh and Gaston.....	84 1-2	1,360,000												
"	75 Wilmington and Raleigh.....	161	1,800,000												
S. C.	76 South Carolina.....	136	5,671,452		34,410	75				532,871	140,196	5		12,853	43½
"	77 Columbia.....	66					201,464	77,456		328,425	180,704				
Ga.	78 Central.....	190	2,581,723				227,532	93,190							
"	79 Georgia.....	147 1-2	2,650,000				248,026	158,207		248,096	147,523				
Ky.	80 Lexington and Ohio.....	40	500,000												
Ohio	81 Little Miami.....	40	450,000												
"	82 Mad river.....	40	400,000												
Ind.	83 Madison and Indianapolis.....	56	152,000												
Can.	84 Champlain and St. Lawrence.....	15	212,000					12,000		58,000	24,000		110		

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, April 3, 1845.

WESTERN RAILROAD.—Receipts for the week ending March 22:			
	1845.	1844	
Passengers, - -	\$4,713	\$3,824	
Freight, etc., - -	6,821	4,629	
Total, - - -	\$11,534	\$8,453	

MINEHILL AND SCHUYLKILL HAVEN RAILROAD.—The following is the amount of coal transported over this road, for the week ending on Wednesday evening last:			
	6,004-09		
Per last report, - -	49,747-06		
Total, - - -	55,751-15		

THE COAL TRADE.—Sent by railroad up to Thursday evening last.—*Miners' Journal*.

Schuykill Haven, - - -	6,930-11
Pottsville, - - -	3,295-12
	9,686-03
Per last report, - - -	71,736-68
	81,422-71

Sent by canal up to Thursday evening last:
From Pottsville, - - - 2,071-07

HUDSON AND MOHAWK RAILROAD.

A particular notice of this railway is required on many accounts. It was the first work of the kind in the State, it has exerted a powerful influence on the cause of railroads in New York, and has had no small share in contributing to our present disgraceful financial position; the possession of a system of canals hypothetically unrivalled in the world for their success, yet requiring taxation to meet their liabilities and, what is far worse, degrading the people of western New York below any community, within our knowledge, by denying them the right to judge for themselves in one of their most important transactions, that of selecting their own mode and time of sending their produce to, and receiving their supplies from, the Atlantic cities. We of course refer to the report of the State engineers, Messrs. Jervis, Mills and Hutchinson, in which they made out to the satisfaction of the politicians the vast superiority of canals over railways; hence, in a great measure, the State debt. With this brief allusion to a subject, to which we must recur very soon, we proceed to make a few remarks on the Mohawk and Hudson railroad.

This work was commenced by gentlemen whose means were quite adequate to the undertaking; but, as we observed on a previous occasion, their great object was not to construct a good railroad, but to cry up the stock so as to be enabled to sell out at an advance. This being the case, there was little attention paid to the location or construction; the consequence was a very bad location and the ordinary cheap superstructure or plate rail, at an immense cost. A substantial track, at a cost which the trade will not justify, is perhaps not unknown, but to in-

cur great expense to make a poor road was a distinction reserved for the State of New York. We are sorry to say that this work does not stand quite alone: our State furnishes another, or the other specimen of this kind of engineering. Many of our readers will know the work to which we refer; the late Ithaca and Owego—now the Cayuga and Susquehanna railroad. The inclined planes on these roads have been the astonishment of all engineers and persons at all acquainted with these matters, being made in defiance of the practice and experience of England and this country, and one, the Mohawk railroad, being actually referred to by the above State engineers as the representative of the capabilities of railways! so late as 1835.

The reader will say that there was no inducement to make a bad road, that they might cry up the stock quite as well while making a good work. True; but it will be found that works undertaken in the wrong spirit will be almost always executed correspondingly. And it is to this general remark that we desire at this time to draw particular attention. The spirit of private enterprise is just awakening, and it is probable, that two very important charters will be granted by the legislature: the right to construct a northern and an eastern railroad, the only works which can connect this city with the interior. Now if these works be viewed by the first board of directors, as mere speculations, they will soon sink to the level of the Harlem, Long Island, Mohawk, etc., but if the leading men in the first instance subscribe with the intention of permanently investing their own means, success is certain. For, their own judgment and strong common sense will determine the probable income, and the cost of the work will be obtained with all desirable accuracy from educated and experienced civil engineers of character, the only class of engineers employed by men spending their own money, and we might add, seldom found associated with those spending the money of the public. See, for example, our State works, since the opening of the Erie canal, each more costly and less productive than its predecessor.

We have already expressed our satisfaction at the list of names to the application for a charter from New York to Albany, and must here add, that a late notice published by them to correct certain erroneous impressions circulated by their opponents, is everything that could be desired.

Boards of directors, animated by this spirit, will give the city a railroad such as she requires to the old and wealthy river counties, and the cities and villages from Albany to Buffalo, and a continuous railway to the capital of New England, running through a country thickly settled by a people contributing, per head, more to the business of railways than any other on earth.

BUFFALO AND NEW YORK AND ERIE RAILROAD.

After stating the seven (!) contemplated connections of the New York and Erie railroad with the central line from Albany to Buffalo the *Ithaca Chronicle* very pithily remarks:

"In the Babel strife of all these projects, their advocates seem to have forgotten that the desired connection of the northern and southern routes has already been made to their hands. The Cayuga lake and the Cayuga and Susquehanna railroad furnish the desired link. The Buffalonians and Rochesterians, especially had better look at it. The Auburn and Rochester road sweeps across the Cayuga lake, at the bridge, and comes direct to the steamboat landing, from whence boats can run at all seasons of the year, (the lake being never frozen over,) to Ithaca, and thence the Cayuga and Susquehanna railroad connects with the New York and Erie at Oswego. The distance from Buffalo to New York by this

route is probably somewhat less than by the Seneca route."

We knew this as well as the *Chronicle*, but, like all others, have overlooked it. The communication is as good as any proposed, and, leaving the central line well to the eastward, will find business from the splendid country between Auburn and Buffalo, besides aid in such changes in the Ithaca railroad as may be required, but which are trifling compared with the construction of an entire new line. The proposed connection of the Erie canal with lake Ontario at Sodus bay gives also additional importance to the route from Buffalo to New York via Ithaca and the New York and Erie railroad.

THE COAL TRADE.

Notwithstanding the great increase in the quantity of anthracite coal mined in 1844, the stocks on hand this spring are unusually, if not indeed unprecedentedly low, though the winter has been mild, almost beyond anything on record, and though the navigation of the Delaware has been uninterrupted. Such was the scarcity that \$1 90 to \$2 00 per ton was paid from Philadelphia to New York, and the actual price of "egg coal" rose to six dollars per 2,000 pounds. With an ordinary winter, greatly increasing the consumption and entirely cutting off the supply from Philadelphia by sea, the price would have increased to such an amount as to have been most severely felt by the poor in our northern cities, where the want of fuel causes a degree of misery which must be seen to be believed. We should have been dependent on England and the British provinces for this necessary of life had the winter been severe. The fact is, that the demand is increasing much more rapidly than the means of bringing coal to market. The Schuylkill and Lehigh navigations are, or ought to be, adequate to furnish four times the quantity of anthracite coal consumed in 1844, but it would appear that they cannot do it at present prices, hence other means must be looked to. We have already given some particulars about a new source, and hope, in a few weeks, to be able to speak confidently as to its capabilities and prospects of success. For the present we must conclude with observing, that we do not view every new work as a rival for the present trade, but rather as an auxiliary to bring an increased quantity to market without interfering with the business or prices of existing establishments.

The friends of discriminating tolls say, if the State will abate one-fifth part of the tolls of the Erie canal route, and nothing on the Oswego, charging 28 cents on a barrel of flour from Buffalo to Albany, instead of 35 cents, against 20 cents from Oswego, and 8 cents on the Welland—together 28 cents, then the State would gain or keep \$250,000, which otherwise will be lost to the treasury by means of these rival canals, the Oswego and Welland. We will see.

Buffalo trade now pays.....	\$1,000,000
An abatement of tolls of one-fifth would abstract from this revenue.....	200,000
Leaving.....	800,000
If by this modification, exclusively of Erie canal tolls, Buffalo should take all the Oswego trade, which amounts to about one-eighth part of the whole, it would add at the reduced toll, to the Buffalo route.....	100,000
Yielding an aggregate of.....	900,000
But the State will have lost all toll on the Oswego route, 209 miles, which at the present rate on her one-eighth part of the trade would be.....	71,772
Which deducted from the \$900,000 leaves	\$828,228

Here we have the result of discrimination, if crowned with complete success, annihilating all the Oswego trade.

MAIL TRANSPORTATION ON RAILROADS.

The post office department has been involved, since the establishment of these lines of communication, in constant difficulties with them; and these difficulties, we are inclined to think, on examination, have resulted from a cardinal error in its views as to a proper standard of compensation for the service required of it. The present moment, when a new postmaster general, represented as able and intelligent, has been placed at the head of the department, seems to be an auspicious one for an examination of its past policy on all subjects, and a change in it, where it has been hitherto injudicious or defective.

It has been the fashion to denounce railroads as extortioners in their charge for the transportation of the mail, on the ground that, as their charges for freight and passengers are generally less than by the old mode of conveyance, there is no reason why the charge for the transportation of the mail should not be reduced in proportion, and it has also been alleged that it was *due to the government* to afford it the most complete accommodation of its mails at the lowest rate.

These views, it is believed, will not bear examination. The important lines of railroad throughout the country have been made either by States, or by corporations consisting entirely of individuals, or in which the State was a partner. There are comparatively few of these companies which are paying to the corporators even legal interest; and this is particularly the case with the companies on the great mail route between New York and New Orleans, on which the charge for mail transportation has been most complained of. Indeed on this route three railroads only, as far as we know, (*viz*: the two lines between New York and Philadelphia, and that between Washington and Baltimore,) are paying dividends to their proprietors. Is it then unreasonable that the companies on this great line of thoroughfare should feel themselves authorized to make a charge, in all cases, *corresponding to the accommodation afforded by them*, whether to the government or the public? It is obvious that this standard cannot be exceeded, as both the post office department and individuals would give up the use of an improvement the moment it became *their interest* to do so.

As regards the argument that, because freights have been reduced, the transportation of the mails should be, it may be remarked that freight transportation is, or should be, always at slow and economical rates of speed, while the mail *ought to be* carried at the highest; and on the roads where

large and important mails are carried, and on which the charge for its transportation is most complained of, an accommodation is required for it, much greater than was formerly exacted, when it was carried on the same routes in mail wagons and post coaches. The companies are required not only to furnish a car, or an apartment of a car, expressly fitted up for the accommodation of the mail, and for the assortment of letters and papers on the road, but also for the comfortable accommodation of the mail agent, who is always on the route, and of any special agents who may from time to time be sent over the route, by the department.—

Were an exact calculation entered into, we have little doubt that, in most cases, it would be found that the price paid by the department would not exceed what would be received by the company for a bulk of merchandize equal to the space occupied by the mail, and the passage money of the mail agents, with the great disadvantage in the transportation of the mail, that its carriage at a higher rate of speed makes it much more expensive than ordinary freight, and that the mail agent instead of occupying, like any other passenger, a single seat in the car, has a small room in a car furnished him.

Take, for example, the line of railroad between Baltimore and Philadelphia. This road it appears from the reports of the post office department, is ninety-nine miles long, and \$30,600 it seems is the price paid for mail transportation on it, twice daily, eight months of the year, and once a day the remaining four months; a separate car being required for the great northern and southern mail. We discard the consideration of the second mail, because no special accommodation is required for it, and as it is only required by the department at seasons of the year when a second train would be run by the company at any rate, it may be deemed rather an accommodation to the company than otherwise, to allow the mail to be divided, and a portion to go by its second train. But considering this as the compensation paid for the transportation of a daily mail between Baltimore and Philadelphia, let us see what this large sum, as it appears on the first view, amounts to.

The mail being carried each way daily, \$30,600, divided by the number of trips, (730) gives \$42 as the charge made the department for the transportation of an *eight wheeled car* from Baltimore to Philadelphia, which might as well carry eight tons of merchandize, as the mail. Now the average price for the transportation of merchandize

by the railroad between Philadelphia and Baltimore is certainly not less than six dollars per ton, which would give \$48 as the fair compensation of the car were it loaded with merchandize, in lieu of the mail, so that not only the mail and mail agent are carried in this case at less than would be paid for the car were it loaded with merchandize—but in addition the department is furnished with a room in the car, warmed and lit up, for the especial accommodation of the mail agent, at the expense of the company, which is moreover bound to transport its special agents whenever required by the department, free of charge.

Of course the comparison is much more forcible if made with reference to a car filled with passengers. If instead of carrying the mail and mail agent, the car should carry forty passengers, (the average number conveyed by a car,) the company would have received *one hundred and sixty* dollars, instead of forty-two dollars, the price paid by the department for the mail and mail agent. It is evident that the cost to the company is precisely the same, for an eight wheeled car warmed and lit up for the accommodation of the mail and mail agent, travelling at passenger speed, as if this car carried its complement of passengers.

It will not do to say in reply to these facts that it adds but little to the expense of a train to convey an additional car. The great expense of the company is in its *original outlay*, on which it has a right to receive, if it can be had, a fair return, and in the annual expense of keeping in order its road and machinery. Every description of transportation may be legitimately levied on for its fair proportion, (in the ratio of the accommodation afforded to it) for these objects; and with equal propriety might every other interest as well as the post office department contend that it should pay only the *extra* expense occasioned by its particular business, and thus nothing could be levied to keep up the railroad and pay dividends to the shareholders. It is obvious then, that if an improvement is to be maintained, and its proprietors are to receive a return from it, every abatement from what would be a fair charge to the department, must necessarily augment the charges on other transporters and passengers.

And *why* should the *federal government* be particularly spared in adjusting a tariff of charges on these lines? If the improvements are paying less, as they generally are, than a fair profit to their proprietors, no party can more *legitimately* be expected to pay a full equivalent for the service rendered it

(and more, as we have observed above, cannot, it is evident, be obtained) than the government, which has contributed nothing to them, while the benefits of the improvements are ten-fold, aye, an *hundred-fold* to it, what they ever can be to *all other* interests. Let us hear what a high public functionary, a former secretary of war, (Mr. Spencer) says in his report laid before congress in December, 1841. The following is extracted from that document.

"A third element, of great importance in the consideration of the defences of the seacoast, and of the northern and northwestern frontiers, consists in the facility and rapidity of interior communications. They are strictly means of defence, and incapable of being perverted to any purpose of conquest—a feature which commends them to every friend of our institutions. The facility afforded by the ocean to movements for the purposes of attack, is met by a facility of movement on land, furnished by the triumphs of genius and art in the application of steam power to land carriage, and in the construction of lengthened lines of canals. The speed with which troops can be moved obviates the necessity of embodying large masses of them at any point, and the amount of force required for the defence of any given post would consequently be diminished in proportion to the reduction in the time necessary to concentrate it. The whole force along the whole line may be rendered available for the defence of any point in that time; while, without such means of communication, a separate army would be required at each city, harbor or military post, that was to be defended. This may be illustrated by facts within the knowledge of all. Troops may now be brought from New York to the city of Washington in eighteen hours, in a condition requiring little or no repose to fit them for immediate action; and the whole physical force of the populous country between those points may be concentrated at any intermediate place in a few hours. Were Philadelphia assailed or threatened, a movement of military force from Pittsburg, which but a short time since would have occupied from twenty to twenty-five days, could now be accomplished in five. Similar illustrations are furnished by various railroads and canals in different parts of the country; and, as the great secret of success in war is supposed to be the ability to oppose the many to the few, it is evident that in any defensive operations we shall be able to compete with, and to conquer any probable force that an invading enemy could bring against that portion of our territory which is intersected by these interior communications. Another consequence of no little moment flows from the same cause: the power to defend ourselves with armies of very diminished numerical force, compared with those which have heretofore been necessary in our national conflicts, or those which are usually employed on the European continent.

"The facilities afforded by canals and

railroads to collect, with any desirable expedition, the supplies of an army from a country abounding with them, and to transport them to the proper points, will render large depots unnecessary; an object of attack to an enemy is thus removed, and the consequences of the capture of large collections of munitions of war or of subsistence, by a hostile force, thus enabled to maintain itself, are obviated.

"The expense of military operations will be reduced beyond any present means of exact calculation by the same facilities. During the last war with Great Britain the cost of transportation from New York to Plattsburg, Sackett's Harbor or Buffalo, was from \$5 to \$12 per hundred. The present cost to Plattsburg is 30 cents, and to the other points named 60 cents per hundred. A 12-pounder, which, at the cheapest rate, could not have been carried to Buffalo for less than \$200, may now be transported to the same point in one fifth or one-eighth the time, for \$24. In every point of view in which these works can be considered, their cost is *as much actually added to the defensive means of the nation, without any expense to the general government*, other than the subscriptions it has authorized to a few of them: and it may be affirmed, *without exaggeration, that the aggregate of saving, in any future war in which we may be engaged, in the comparative small amount of military force that will be necessary for defence, and in the cheapness of transportation afforded by railroads and canals now in existence, will be equal to the cost of their construction.* If, then, the making of these works has been premature or improvident in reference to the means of the States that undertook them, and has involved them in pecuniary embarrassments, the national government should not complain of an enterprise that has placed these incalculable advantages in its hands; and, if it cannot relieve, will at least sympathize in the misfortunes which have resulted from such efforts."

All, however, that is asked of the government, is that it should pay, for the service rendered it, in a much less ratio than it was always willing to pay, previous to the introduction of these lines of railroad, *for increased speed*—while it is gravely contended by the post office department that the mails should be carried at not exceeding or even less than what was formerly paid for conveyance in mail wagons.

It has been alleged as a reason why the mail should be carried lower on railroads in America, that it is transported at a lower rate in England, but *the fact is otherwise*; a great mistake having been made on this head from the circumstance of the payment on railroads in England being made *per trip per mile* and in this country only *per mile*, so that, as many trips are made on leading lines of railroad in England, and several mails per day are carried on all of them,

the compensation on important lines of railroad in England, greatly exceeds, and we have no hesitation in saying *averages at least double*, what is paid in this country; and this, too, without taking into consideration the *relative weight of mails* in this country and in England, which, on leading routes in America, are *three or four times heavier* than on corresponding routes in England.

The result of these conflicting views, on the part of the department and the railroad companies, has been to bring about rules of compensation which in our opinion cannot fail to work badly.

In section 20th of the late post office bill it is provided,

"That to insure, as far as may be practicable, an equal and just rate of compensation, according to the service performed, among the several railroad companies in the United States, for the transportation of the mail, it shall be the duty of the postmaster general to arrange and divide the railroad routes, including those in which the service is partly by railroad and partly by steamboats, into three classes, according to the size of the mails, the speed with which they are conveyed, and the importance of the service; and that it shall be lawful for him to contract for conveying the mail with any such railroad company, either with or without advertising for such contracts, *provided*, that for the conveyance of the mail on any railroad of the first class, he shall not pay a higher rate of compensation than two hundred dollars per mile per annum, or than is now obtained by law; nor for conveying the mail on any railroad of the second class, a greater compensation than one hundred dollars per mile per annum; nor for carrying the mail on any railroad of the third class, a greater compensation than fifty dollars per mile per annum. And in case the postmaster general shall not be able to conclude a contract for carrying the mail on any of such railroad routes, at a compensation not exceeding the aforesaid maximum rates, or for what he may deem a reasonable and fair compensation for the service to be performed, it shall be lawful for him to separate the letter mail from the residue of the mail, and to contract, either with or without advertising, for conveying the letter mail over such route, by horse express or otherwise, at the greatest speed that can reasonably be obtained; and also to contract for carrying over such route the residue of the mail, in wagons or otherwise, at a slower rate of speed: *provided* that if one-half of the service, on any railroad, is required to be performed in the night season, it shall be lawful for the postmaster general to pay 25 per cent in addition to the aforesaid maximum rates of allowance: *and provided further*, that if it shall be found necessary to convey over any railroad route more than two mails daily, it shall be lawful for the postmaster general to pay such additional compensation as he may think just and rea-

sonable, having reference to the service performed, and the maximum rate of allowance established in this act."

Now the objection to the above rules for compensation for railroad service, in the transportation of the mail, is that the compensation to be paid is not to be *in proportion to the accommodation to the department*, or service rendered to it, but according to standards which form no criteria in relation to it. For example, a railroad may be a very circuitous one. It may be twice as long between the points which it connects as the stage road, over which the mail was formerly carried, between the same points; so that the mail may really be very little expedited by it, and the department, on the standard adopted by it, will pay precisely *in proportion to the defectiveness of the road*. Another company may have incurred great extra expense in improving, as much as possible, the grades of its road, in laying down the most perfect superstructure, in cutting down or tunnelling hills and bridging valleys, so as to approximate as nearly as possible to an air line, between points, and by the standard of the post office department it will find its compensation for the transportation of the mail *diminished* precisely in the ratio of the directness of its route, and the increased expedition procured for the mail on it.

Nor are these imaginary cases. Take, for instance, the railroad which we have before referred to, between Baltimore and Philadelphia, which is ninety-nine miles long, and takes the place of a stage road of greater length; while the Baltimore and Ohio railroad, which is 179 miles between Baltimore and Cumberland, substitutes a stage road of about 130 miles: and yet, by the standard of the post office bill, a daily mail on these two routes must be paid for at the same rate per mile, although it is evident that on any proper standard of distance, the mail is really transported *much farther* in being carried a given number of miles on the Baltimore and Philadelphia, than on the Baltimore and Ohio railroad; and the gain in time, and of course the accommodation to the department, on a comparison with the distance of stage transportation substituted by a given number of miles on either railroad, is still more in favor of that between Baltimore and Philadelphia.

It does not alter the erroneousness of the standard that, in the particular case of the Baltimore and Philadelphia road, the accidental circumstance of a second train being run on the road enables the postmaster general to send a mail by it, and thereby to increase the compensation per mile on that

route. This might or might not be, and the cost to the company and the service rendered the department are really no greater than if in the event of one train daily only being run on the road, the whole mail had been sent by it. If, as before observed, two or more trains are run on a road it is probably rather an accommodation, than otherwise, to a company to *divide* the amount of mail matter between them, and the accommodation to the department, and service rendered it, would probably be as great with only one daily train (if there be no other for the conveyance of passengers) as from any number of them.

Again, a railroad of given length may be run very slow and very irregularly, another of the same length very fast and with great precision. It is impossible not to see that the department is much better accommodated in the second than the first case, and ought reasonably to pay more for it. Yet, according to the post office bill, both companies are to be paid the same sum for a daily mail for the same distance. It is obvious that such a rule must necessarily lead more or less, to bad and sluggish service; that companies, other things being equal, will be less inclined to run quickly when an important branch of their business, the transportation of the mail, is equally well paid whether it be done at slow and economical rates of speed, or at high and costly rates, and that the service of the department, if it is desired to be properly performed, exacts a different standard.

The only discretion allowed in the post office bill seems to be confined to two cases, that of more than two daily mails and night service. But if we are right in our view of the matter, it can be of little importance to the department to have more even than two daily mails between two points, unless more than one train is run, in which case if the additional mail can be conveyed (as it is where more than one daily mail is run) as freight or baggage, without the necessity of an extra car or mail agent, it is rather advantageous to a company to divide the mail, than to send it all by one train. As regards night service, we can very readily see why it should be in many cases less acceptable to a company than day service, but we confess we do not see why it should be paid higher. The proper standard of value seems to us, in all cases, the *value of the service to the party receiving it*, in other words, the accommodation afforded by it. If a mail equally ponderous be transported with equal speed by daylight as by night, the service is of equal value to the department, and should be

equally paid, as if it were performed by night, for the simple reason that, were the mail not carried by railroad, it must be by stages, or mail wagons, in which night service would cost no more than day service, and, if it did, it would be as likely to be avoided by day service on a railroad, as the reverse.

But the strongest consideration against the standard of compensation in the post office bill, and in favor of that suggested by us is, that in establishing it, the department guarantees itself in the most effective manner against extortion. Suppose, instead of paying, as the postmaster general must under the bill, so much per mile for the transportation of a mail of given bulk between two points, without reference to its being transported on a straight or a crooked railroad, or slower, or faster, or even at more or less cost, than it would be between the same points by stages or mail wagons, it be adopted as a rule that the department will pay in all cases, the compensation which would be required for stage or wagon transportation, between the same points, but no advance on it, except where there is a saving in time, and then *in proportion to the saving in time*, we can see at once that we have a rule which, while it would admit of the department paying liberally where there was an equivalent benefit, would give compensation only *in the ratio of benefit*, and which, while it enables the department to secure the speediest transportation by railroad, by adequate compensation, where it was of great moment to secure it, at once in its operation restricted the department and cut down the compensation on railroads, where there was no great advantage to the department in employing them, and of no great moment to the department if its offer was declined. Take, again, for illustration, the two roads before cited by us. The Baltimore and Philadelphia railroad, if run *as it should be*, say at the rate of at least twenty miles per hour, would take the mail between Baltimore and Philadelphia in five or five and a half hours, or in seven hours less than it could be in mail wagons, assuming the distance by the stage road one hundred miles, and these last to transport it at a speed of eight miles per hour. The same saving in time only could be effected between Baltimore and Cumberland, nearly twice the distance (supposing the same rate of speed on the railroad and on the stage road) in consequence of the increased distance by the railroad. Is it not right that the same *advance* on stage compensation should be paid in each of these cases for the same saving of time, and does

not the department best guard itself against extortion by apportioning its inducements for railroad service precisely *in the ratio of its importance to it*, without reference to standards of fair compensation which would on the one hand secure with certainty to the department the service of railroads which gave but little more expedition to its mails than parallel stage roads, and were therefore comparatively unimportant to it, and would be apt, on the other hand, to lose it the service, or at any rate the best service of roads which, on account of greater directness and the high speed attained on them, it might be extremely important to command?

To make a practical application of our views—let us suppose \$200 per mile the cost of mail transportation by wagons or post coaches for a mail of the size and importance of that conveyed between Baltimore and Philadelphia, and between Philadelphia and Cumberland, the department would of course not be justified in paying more than this merely to have it conveyed by railroad, except in consideration of increased speed, but would probably be justified in paying at least \$2,000 annually advance on stage or wagon transportation for every hour saved in time, on either of these routes. Now the distance between Philadelphia and Baltimore by the stage route being 100 miles, and between Baltimore and Cumberland 130 miles, the prices which would be paid on these routes for the transportation of the mail by the standard proposed by us, would be as follows, viz:

Between Baltimore and Philadelphia 100 miles of stage or wagon transportation, at \$200 per mile, would cost	\$20,000
Add for seven hours gain in time by railroad, at \$2,000 per hour,	14,000
	\$34,000
Between Baltimore and Cumberland 130 miles of stage or wagon transportation, at \$200 per mile would cost	26,000
Add for seven hours gain in time, at \$2,000 per hour,	14,000
	\$40,000

It will be seen on comparing these results with the contract prices of the department, that the whole amount which would be paid on both routes varies \$175 only from the actual contracts—the price paid on the Philadelphia and Baltimore route being \$3,400 less, and that on the Baltimore and Cumberland road \$3,225 more than would be given by the standard we propose, but with this great difference in favor of the standard we suggest, that in all cases good and willing service would be rendered, instead of

bad and reluctant service. Can there in fact be a more reasonable supposition than that railroad companies will be willing to give all possible expedition to the mail, if they are paid *in proportion to the speed they give*, compared with stage transportation, and that on the contrary if they are paid a certain rate per mile, whether their roads be direct or indirect, or whether their trains run slow or fast, that even when on other considerations they may be willing to run fast, they will keep *their schedules open*, or in other words require a long time to be allowed them, in order to avoid a risk of fines in the event of failure. In any case, and whatever the standard of compensation, fines should of course be imposed for failures to connect.

We are satisfied that a modification of the standard of compensation for the transportation of the mail on railroads on the simple principle laid down by us, that of the accommodation afforded the department, would correct the present bad service on many important railroads, give the department a greater control of hours, than it now has, increased expedition, and be attended with, *on the whole*, no increase of expense to the department, but rather a diminution. Nothing can be worse than the present service on many important routes. For instance, between Baltimore and Philadelphia, from eight to nine hours is allowed for a mail which ought to be conveyed at farthest in five and a half or six. Between New York and Philadelphia the case is not quite so bad, but five hours at the utmost is all that should be required for the delivery of the mail between these cities. South of Petersburg, in Virginia, on the great northern and southern lines, the most important in the United States, the failures are of almost constant occurrence. We can readily conceive of this bad service when railroad companies are paid a fixed sum per mile, whether more or less time is required by them for the carriage of the mail, and whether the service is performed well or badly.

We beg leave respectfully to submit these suggestions to the new postmaster general, satisfied as we are that a great improvement may be made by the department in its mail transportation, by railroad, and without any increase of the aggregate cost of this item. It will be found, we have no doubt, that on the principle suggested by us, and on this principle only, it can command the best service of important and essential railroads, and this best service cannot be dispensed with without great prejudice both to the department and the public. It is in vain to attempt to substitute the accommodation

which such lines can afford, where they are as direct, or nearly so, in their course, as the stage routes, by carrying the letter mail by express on horseback, and the newspaper mail in wagons. The day for such a system has gone by. These expedients may answer where the railroad is so indirect that not much time can be saved by it, or where it does not connect important points, and they will enable the department to resist extortion in such cases. But where the service to be performed by a railroad is really of great value to the department and the country, there is no plan to secure it, and to secure its being well performed, *but to pay a fair equivalent for it*.

P.S. We would respectfully request of the editor of Hunt's Merchant Magazine a publication of the above article by way of response to a portion of an article in the December number of the Magazine entitled "the post office department," in which the writer however well informed on the other points of the article, is evidently in error on the subject of mail transportation on railroads.

Western Railroad.—It will be seen by our Legislative report that the bill authorizing this company to increase its capital, and allowing it to divide its nett income, has passed the House by a unanimous vote. Mr. Russell of Boston stated in his interesting speech, that the shares of the company (20,000 in all) were distributed among seventy-five towns in the state, and were held by 1094 stockholders, as follows, viz: 740 stockholders, (more than half of the whole,) have 5 shares each and under; 170 hold from 5 to 10; 130 from 10 to 20; 99 from 20 to 50; 33 from 50 to 100; and 22 hold 1000 shares and over. It is thought by many that the day is not far distant, when the shares of this road will take rank with those of the Fitchburg, the Lowell, and the Worcester.—*Courier*.

Tennessee and Coosa Railroad.—As the action of the last Alabama Legislature upon the appropriation of the 2 per cent. fund has been very generally noticed in the public prints of this State, I deem it proper to correct an error into which all seem to have fallen in regard to the amount of the fund. There is now upon special deposit in the Bank of the State of Alabama about \$220,000, and it is supposed that the balance yet in the Land offices, and also that which will accrue from future sales of land, will increase the fund to \$240,000. This will give to each of the Railroads, the Tennessee and Coosa, and Montgomery and West Point, \$120,000, instead of \$60,000, as I observe has been generally stated. Both of these works bear an important relation to the internal improvement system of Georgia, and it is believed that the loan of this fund, although burthened with ungenerous restrictions, will go very far towards ensuring their construction.—*Chronicle and Sentinel*.

Railroad to Worcester—The incredulity which beset many, when this subject was first mentioned, has been rapidly disappearing, and very many of those who scouted at the idea when it was first brought forward in our columns, begin to feel the faith which presages success. The advantages of such a route, its feasibility and the interest which capitalists abroad are beginning to feel in it, are beginning to open all eyes to the fair prospect.

Since matters have taken the decided turn in favor of the extension of the Fitchburg Railroad to Keene rather than to Brattleboro', it is beginning to be seen that the best route after all from Boston to the latter place is by way of Worcester and through this place. The ranges of hills and the course of streams on the map make the road "stand out" as most feasible. We hope to be enabled hereafter to point out the advantages which, to those who have examined the matter, seem so apparent.

A petition has been or will soon be presented to the legislature for a charter. It is done at the present session that the matter may be hastened by orders of notice and other necessary steps. During the coming summer the surveys can be made, and looking through the successive steps, we hope to be able ere long to chronicle the proceedings, when the road shall open to this place. —*Barre Gazette*.

Monongahela Improvement—The advantages of the route of travel and the transportation of goods between the east and west, by way of the Monongahela Improvement, are daily becoming more apparent. We learn from a statement in the Pittsburgh Gazette that the quantity of freight shipped from Brownsville to Pittsburgh from January 4 to the 8th instant, was 4,317,804 lbs.; and that the total freight shipped from Pittsburgh to Brownsville during the same period was 1,498,252 lbs. The through passengers for the same period were 1403, and the way passengers 1304. The great bulk of this travel was within the three weeks ending on the 8th instant; and one half of the whole transportation business on the work during the time mentioned, excepting in coal and one or two other items, was done after the 15th of February, at which time it is said to have fairly commenced. The increase after the 15th of February was surprising, "and we venture the assertion," says the editor of the Pittsburgh Gazette, "was never surpassed, in ratio, in the history of any work in this country. This (he adds) is true, especially of the travel, and the business of the week ending on Saturday evening will show a very large aggregate over any previous week." —*Baltimore American*.

Continental Locomotives—We learn, by the Industriel Alsacien, that the locomotive engines on Meyer's principle are getting into very general favor. Our readers will recollect the extract that we published some

time ago from a report of the Société Industrielle de Mulhausen, giving an account of the different improvements made by Mr. Meyer in the first of his locomotives. Subsequently, we (Industriel Alsacien) published a table of the consumption of fuel by the engines on the Paris and Versailles railway, (left bank,) very favorable also to another engine on the same system from the establishment of Messrs Meyer and Co. At the request of a committee of distinguished civil engineers of Paris, this engine was also employed on the Paris and Orleans railway; and, after many months of experiment, it was always found to occupy the first place, in spite of the presence of a good number of locomotives by the celebrated Stephenson, many of which had been constructed after the engine of Meyer and Co. Notwithstanding this formidable opposition, the Paris and Orleans railway company selected Meyer's engines, which have since so admirably worked, and the system has been found so superior to the others, that the said company have just given Messrs. Meyer and Co. an extensive order; but it is not only in France that these locomotives are appreciated to their fullest extent. We had occasion to speak of the orders successively obtained by the house of Meyer and Co. from the governments of Bavaria and the grand duchy of Baden. We hear now that the Austrian government has given its preference to this house, over the English builders, who offered even to supply their engines at lower prices. "These facts have more weight than mere words, and we name them here to the honor of the French builders, and especially to those of Mulhausen." —*Mining Journal*.

Progress of Railways—The manifest abatement in the fevered and questionable speculation, and the steady tone of the share market, which we observed with satisfaction last week, still continues, and it is with no small pleasure that we perceive and announce this decided change. Had the alarming excitement which pervaded the Stock Exchange but a few days since, and which threatened the interest of our commerce and monetary relations, existed much longer, the country would, before long, have experienced a reaction, and a consequent panic, from which we feel perfectly convinced she would have scarcely ever recovered. Seldom has our stability been threatened so imminently; seldom, we are confident, has a more fearful catastrophe impended our nation, and we do hope that some steps, bold, energetic, and decisive, such as the importance of the case demands, will be taken to prevent the recurrence of a danger, the extent of which but few, we believe, have any idea. Enterprise is beneficial, gambling ruinous, and reprehensible. Happily the latter, which, a few weeks since, disgraced our market, has, in a great measure, disappeared; and the results of the last week are on the whole unusually satisfactory. The increase in the traffic receipts for the first eight weeks of this year, as compared with the correspond-

ing period of last year, is 100,622L., for the undermentioned twenty-five railways:

Birmingham and Gloucester.....	£2677
Chester and Birkenhead.....	514
Eastern Counties.....	2173
Edinburgh and Glasgow.....	1984
Glasgow and Greenock.....	161
Glasgow, Paisley, and Ayr.....	1597
Grand Junction.....	5164
Great North of England.....	1932
Great Western.....	16117
Liverpool and Manchester.....	3245
London and Birmingham.....	5411
London and Brighton.....	2618
London and South-Western.....	2315
London and Croydon.....	1214
Manchester and Birmingham.....	3413
Manchester, Bolton, and Bury.....	636
Manchester and Leeds.....	5943
Midland Company.....	10314
Newcastle and Carlisle.....	1633
North Union.....	2889
Present and Wyre.....	899
South Eastern and Dover.....	15143
Sheffield and Manchester.....	1126
Ulster.....	124
York and Midland.....	1070

RAILROAD IRON AND FIXTURES. THE Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,
21 Broad st., N. York.

ja45

S. VAIL, PROPRIETOR OF THE SPEED- well Iron Works, near Morristown, N. J., can supply at short notice railroad companies and others with the following:

Wrought Iron Tyres made from the best iron and of any given diameter, and warranted to be sound in the welding. Railroad companies wishing to order, will be pleased to give the exact inside diameter or circumference to which they wish the tyres made, and they may rely upon being served according to order, and also punctually, a large quantity in the straight bar is kept constantly on hand. Crank axels for locomotive engines, made from the best Pennsylvania iron. Straight axels for locomotives for outside connection engines. Frames for engines. Wrought iron work for steamboats, and shafting of any size. Cotton Screws of any length or size. Railroad Jack screws, a late invention, and highly approved. Self-acting pumping apparatus for railroad water stations. He refers to the following gentlemen:

Baldwin, Vail & Hufty, Philadelphia; Wm. Norris, Philadelphia; N. Campfield, Savannah, Ga.; J. & S. Bones, Augusta, Ga.; D. F. Guez, N. Orleans, La.; Adam Hall, N. York; J. P. Allaire, N. York; William Parker, Boston, Mass.; George W. Schuyler, N. York.

ja46

NICOLL'S PATENT SAFETY SWITCH for Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,
Reading, Pa.

ja45

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

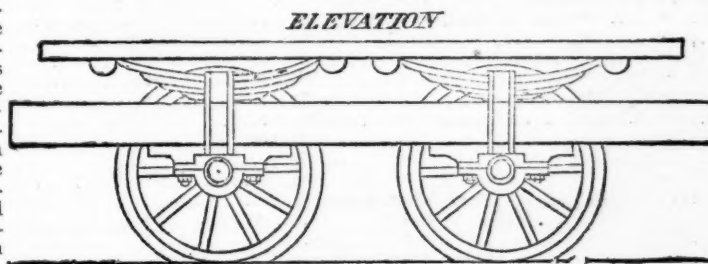
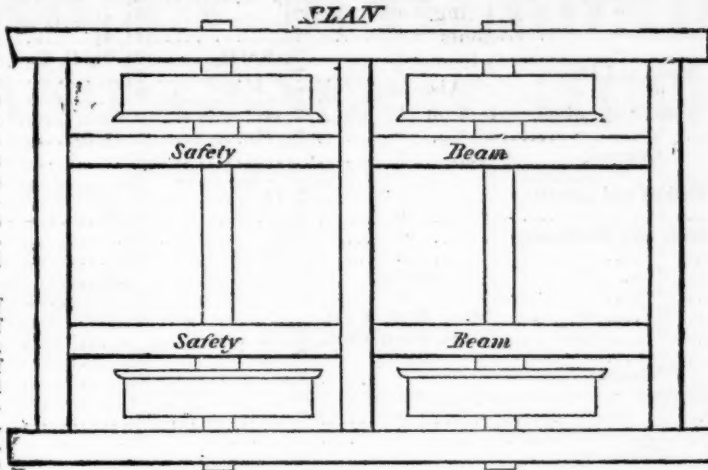
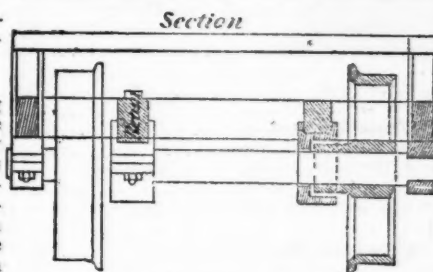
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendent,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.



Section

W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

SAMUEL NOTT, CIVIL ENGINEER, SURVEYOR and General Agent, Bangor, Me. Railroads, Common Roads, Canal, Factory and Mill Sites Towns, Farms, Wild Land, etc., surveyed. Plans and Estimates for Buildings, Bridges, etc., prepared, and all appertaining business executed.

— REFERENCES. —

Boston, { Col. James F. Baldwin, Civil Engineer.
Col. J. M. Fessenden, " "
Wm. Parker, Esq., Engineer and Superintendent
Boston and Worcester railroad. ja45

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. **JOHN F. WINSLOW, Agent.**

Albany Iron and Nail Works, Troy, N. Y.

The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merriitt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston.

MACHINE WORKS OF ROGERS, KETCHUM & GROSVENOR, PATTERSON, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery

of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,

a45 Paterson, N. J., or 60 Wall street, N. York.

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

* * Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

NEW JERSEY RAILROAD AND TRANSPORTATION COMPANY.

Length of Road, 33 96-100 miles.

Capital, \$2,000,000.

JOHN S. DARCY, Esq., President.

ROBERT SCHUYLER, Esq., Vice President.

J. P. JACKSON, Esq., Secretary.

J. WORTHINGTON, Esq., Treasurer.

	DAILY.				SUNDAY.	
	A. M.		P. M.		A. M.	P. M.
Leave New York, foot of Courtland street.						
For Newark.....	9, 11, 12.....		2, 3, 4 3-4, 6, 7 1-2		9.....	4 3-4
" Elizabethtown.....	9, 11.....		2, 3, 4 3-4, 6.....			
" Rahway.....	9, 11.....		3, 4 3-4, 6.....			
" New Brunswick.....	9.....		3, 4 3-4.....			
Leave						
New Brunswick...	6, 7 1-2, 11 1-2.....		8 3-4.....		11 1-2	8 1-2
Rahway.....	6 3-4, 7, 8 1-4, 12.....		4 3-4, 9 1-4.....			
Elizabethtown.....	7, 7 1-2, 8 1-2, 10 1-2, 12		3 1-2, 5.....			
Newark.....	7 1-2, 8 1-4, 9, 11.....		11 1-2, 4, 5 1-2, 7, 9 3-4		11 3-4	9 3-4

For New York.

9 A. M. and 3 P. M. to meet the Morris and Essex trains, and 9 A. M. and 4 3-4 P. M. to meet the Somerville train, and for Philadelphia.

TABLE OF DISTANCES AND FARES.

	New York.		Newark.		Elizabethtown.		Rahway.		N. Brunswick	
	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.	Miles.	Cents.
New York.....			9 1-4	25	14 1-2	31 1-4	19 3-4	31 1-4	31 1-2	50
Newark.....	9 1-4	25			5 1-2	12 1-2	10 1-2	25	22 1-2	50
Elizabethtown.....	14 1-2	31 1-4	5 1-2	12 1-2			5	12 1-2	16 3-4	50
Rahway.....	19 3-4	31 1-4	10 1-2	25	5	12 1-2			11 3-4	37 1-2
New Brunswick.....	31 1-2	50	22 1-2	50	16 3-4	50	11 3-4	37 1-2		

TRAINS LEAVE	FOR	BY	RAILROAD	DAYS.	A. M.	P. M.	MILES.	FARE.
Boston	Portland		Eastern,	Daily,	7 $\frac{1}{2}$	2 $\frac{1}{2}$	106	\$3 00
"	Portsmouth	"	"	"	7 $\frac{1}{2}$	2 $\frac{1}{2}$, 4 $\frac{1}{2}$	54	2 00
"	Newburyport	"	"	"	7 $\frac{1}{2}$	2 $\frac{1}{2}$, 4 $\frac{1}{2}$	35	1 25
"	Salem	"	"	"	7 $\frac{1}{2}$, 9, 11 $\frac{1}{2}$	2 $\frac{1}{2}$, 3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6	14	50
"	Portland		Boston and Maine,	"	7 $\frac{1}{2}$	2 $\frac{1}{2}$	109	3 00
Portland	Boston	"	"	"	7 $\frac{1}{2}$	3	109	3 00
Boston	Lowell		Boston and Lowell,	"	7, 11	2, 5	26	75
Lowell	Boston	"	"	"	7 $\frac{1}{2}$, 11	2, 4 $\frac{1}{2}$, 5 $\frac{1}{2}$	26	75
Boston	Concord		Concord,	"	"	3 $\frac{1}{2}$	76	2 00
Concord	Boston	"	"	"	"	3 $\frac{1}{2}$	76	2 00
Boston	Nashua		Nashua and Lowell,	"	7, 11	5	41	
Nashua	Boston	"	"	"	6 $\frac{1}{2}$	1 $\frac{1}{2}$, 5	41	
Boston	Worcester		Boston and Worcester,	"	7, 9	2 $\frac{1}{2}$	44	1 25
Worcester	Boston	"	"	"	7, 10	6	44	1 25
"	"	"	"	Sundays,	7	"	"	"
Boston	Worcester	"	"	"	"	2	"	"
Boston	New York via Norwich	"	"	Mon., Wed. & Fri.,	"	4	"	"
"	" " L. Island railroad	"	"	Tues., Thur. & Sat.,	7	"	"	"
"	" " New Haven	"	"	Daily,	9	2 $\frac{1}{2}$	"	"
"	Albany		Western,	"	9	2 $\frac{1}{2}$	200	6 00
Albany	Boston	"	"	"	8 $\frac{1}{2}$	1 $\frac{1}{2}$	200	6 00
Springfield	Boston and Albany	"	"	"	7	3	"	"
Boston	New York via New Haven	"	"	"	"	2 $\frac{1}{2}$	"	"
Charlestown	West Acton		Fitchburg,	"	8	1, 4 $\frac{1}{2}$	"	"
West Acton	Charlestown	"	"	"	7 $\frac{1}{2}$, 10 $\frac{1}{2}$	5	"	"
Boston	New York, via Sound steamboat		Boston and Providence,	Tues., Thur. & Sat.,	"	4	"	"
"	" " L. Island railroad	"	"	Mon., Wed. & Fri.,	8	"	"	"
"	Providence	"	"	Daily,	8	3 $\frac{1}{2}$	41	1 50
Providence	Boston	"	"	"	8	3 $\frac{1}{2}$	41	1 50
Taunton	"	"	"	"	8 $\frac{1}{2}$	3 $\frac{1}{2}$	"	"
New Bedford	Boston	"	"	"	7 $\frac{1}{2}$	2 $\frac{1}{2}$	"	"
Boston	Dedham	"	"	"	9	3, 5 $\frac{1}{2}$	"	"
Dedham	Boston	"	"	"	7 $\frac{1}{2}$, 10 $\frac{1}{2}$	4 $\frac{1}{2}$	"	"
New York	Greenport		Long Island,	"	7 $\frac{1}{2}$	"	95	2 25
Brooklyn	Hicksville & intermediate places	"	"	"	9 $\frac{1}{2}$	"	26	56 $\frac{1}{2}$
"	Greenport	"	"	Tues., Thur. & Sat.,	9 $\frac{1}{2}$	"	95	2 25
"	Hicksville, (Satur'd'y to Suffolk)	"	"	Daily,	"	4	26	56 $\frac{1}{2}$
Greenport	Brooklyn, (Boston train).	"	"	"	1	"	95	2 25
"	" (accommodation do.).	"	"	Mon., Wed. & Fri.,	"	"	95	2 25
"	" & intermediate places.	"	"	Daily,	7	1 $\frac{1}{2}$	26	56 $\frac{1}{2}$
Hicksville	"	"	"	"	"	"	"	"
New York	Albany & Boston via N. Haven		Steamer,	"	6 $\frac{1}{2}$	"	"	5 00
"	Middletown		New York and Erie,	"	8, 3	"	53	"
Middletown	New York	"	"	"	6 $\frac{1}{2}$	3 $\frac{1}{2}$	53	"
Philadelphia	Pottsville		Reading,	"	9	"	94	3 50
Pottsville	Philadelphia	"	"	"	9	"	94	3 50
New York	Newark		N. J. railroad and trans. co.,	"	9, 11, 12	2, 3, 4 $\frac{1}{2}$, 6, 7 $\frac{1}{2}$	9 $\frac{1}{2}$	25
Newark	New York	"	[9 A. M. and 3 P. M., connect with Morris Railroad.]	"	7 $\frac{1}{2}$, 8 $\frac{1}{2}$, 9, 11	1 $\frac{1}{2}$, 4, 5 $\frac{1}{2}$, 7, 9 $\frac{1}{2}$	9 $\frac{1}{2}$	25
"	"	"	[9 A. M. and 4 $\frac{1}{2}$ P. M., trains, connect with Somerville Railroad.]	Sundays,	11 $\frac{1}{2}$	4 $\frac{1}{2}$	9 $\frac{1}{2}$	25
New York	Newark	"	"	Daily,	9, 11	2, 3 $\frac{1}{2}$, 4 $\frac{1}{2}$, 6	14 $\frac{1}{2}$	31 $\frac{1}{2}$
Elizabethtown	Rahway		N. J. railroad and trans. co.,	"	7, 7 $\frac{1}{2}$, 8 $\frac{1}{2}$, 10 $\frac{1}{2}$, 12	3 $\frac{1}{2}$, 5	14 $\frac{1}{2}$	31 $\frac{1}{2}$
New York	Rahway	"	"	"	9, 11	3, 4 $\frac{1}{2}$, 6	19 $\frac{1}{2}$	31 $\frac{1}{2}$
Rahway	New York	"	"	"	6 $\frac{1}{2}$, 7, 8 $\frac{1}{2}$, 12	4 $\frac{1}{2}$, 9 $\frac{1}{2}$	19 $\frac{1}{2}$	31 $\frac{1}{2}$
New York	New Brunswick	"	"	"	9	3, 4 $\frac{1}{2}$	31 $\frac{1}{2}$	50
New Brunswick	New York	"	"	"	6, 7 $\frac{1}{2}$, 11 $\frac{1}{2}$	8 $\frac{1}{2}$	31 $\frac{1}{2}$	50
"	"	"	"	Sundays,	11 $\frac{1}{2}$	8 $\frac{1}{2}$	31 $\frac{1}{2}$	50
New York	New Brunswick	"	"	"	9	4 $\frac{1}{2}$	31 $\frac{1}{2}$	50
Philadelphia	New York		Camden and Amboy,	Daily,	7	"	91	3 00
New York	Philadelphia	"	"	"	5 $\frac{1}{2}$	"	91	3 00
Philadelphia	Bristol		Philadelphia and Trenton,	"	9	"	30	75
Philadelphia	Philadelphia	"	"	"	4	"	30	75
Bristol	Philadelphia	"	Philad. Wil. and Baltimore,	"	8	"	93	"
Philadelphia	Baltimore	"	"	"	9	"	93	"
Baltimore	Philadelphia	"	"	"	9	"	41	2 50
"	Washington		Baltimore and Washington,	"	6	5 $\frac{1}{2}$	41	2 50
Washington	Baltimore	"	"	"	7 $\frac{1}{2}$	"	"	"
Baltimore	Cumberland and inter. places.		Baltimore and Ohio,	"	"	"	"	"
"	Frederick	"	"	"	"	"	"	"
Cumberland	Baltimore	"	"	"	"	"	"	"
Hancock	"	"	"	"	8	"	"	"
Martinsburg	"	"	"	"	10 $\frac{1}{2}$	"	"	"
Harper's Ferry	"	"	"	"	11 $\frac{1}{2}$	"	"	"
Frederick	"	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"
Ellicott's Mills	"	"	"	Sundays,	8	"	"	"
Richmond	Petersburg		Richmond and Petersburg,	Daily,	7 $\frac{1}{2}$, 12	4 $\frac{1}{2}$	"	"
Petersburg	Richmond	"	"	"	10 $\frac{1}{2}$	1 $\frac{1}{2}$	"	"
Albany	Schenectady		Mohawk and Hudson,	"	5 $\frac{1}{2}$	"	"	"
Schenectady	Albany	"	"	"	8	5 $\frac{1}{2}$	"	"
Albany	Saratoga	"	"	"	9	3 $\frac{1}{2}$	"	"
Saratoga	Albany	"	"	"	7 $\frac{1}{2}$	2	"	"
Troy	Saratoga		Troy and Saratoga,	"	7	12 $\frac{1}{2}$, 5	"	"
Saratoga	Troy	"	"	"	7 $\frac{1}{2}$	3 $\frac{1}{2}$	"	"
Auburn	Rochester		Auburn and Rochester,	"	8 $\frac{1}{2}$	"	"	"
Rochester	Auburn	"	"	"	8	3	"	"
"	Buffalo		Rochester and Buffalo,	"	"	3	"	"
Buffalo	Rochester	"	"	"	"	"	"	"
"	Falls		Buffalo and Falls,	"	9	"	"	"
Falls	Buffalo	"	"	"	"	1 $\frac{1}{2}$	"	"
Buffalo	Albany		Albany and Buffalo	"	8 $\frac{1}{2}$	"	"	"

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